

SALT LAKE CITY DEPARTMENT OF AIRPORTS MINUTES OF ADVISORY BOARD MEETING

February 20, 2019

Members Present: Cyndy Miller, Chair
 Wade Bitner
 Arlyn Bradshaw
 Roger Boyer
 Theresa Foxley
 Larry Pinnock
 Steve Price
 Jim Riding

Mayor's Office: Patrick Leary

City Council Office: James Rogers
 Russell Weeks

Department of Airports: Bill Wyatt, Executive Director
 John Buckner, Director of Commercial & Administration Services
 Brian Butler, Interim Director of Finance
 Ed Cherry, Chief Information Officer
 LuJean Christensen, Administrative Assistant
 Ed Clayson, Director of Maintenance
 Candace Deavila, Operations Manager/Airfield
 Brady Fredrickson, Director of Planning & Environmental
 Pete Higgins, Director of Operations
 Mike Rawson, Business Development Manager
 Al Stuart, Assistant Director of Operations
 Nancy Volmer, Director of Public Relations
 Mike Williams, ARP Program Director
 Brad Wolfe, Commercial Manager

Cyndy Miller called the meeting to order at 8:02 am.

AGENDA

A. Minutes

The motion was made by Jim Riding and seconded by Larry Pinnock to approve the minutes of January 16, 2019. All votes were affirmative; motion passed.

Miller stated that Bill Wyatt had been unforeseeably delayed and asked Mike Williams to give his presentation before the Director's Report.

B. Airport Redevelopment Program (ARP) Update – Mike Williams, ARP Director, SLCDA

Mike Williams, Airport Redevelopment Program (ARP) Director, presented an update on the ARP (presentation on file). Main points included were:

- CGMP #4 – Landside and Airside enabling status
- CGMP #5 – Terminal/South Concourse West/Gateway status
- CGMP #6 – Roadways/Parking Garage/Central Utility Plant status
- CGMP #7 – Baggage Handling System status
- CGMP #9 – Apron Paving – Taxilane 20/21
- CGMP #9A – SCW Apron Paving and Hydrant Fueling status
- CGMP #15 – NCP Phase 1 enabling
- CGMP #16 – NCP Phase 1
- NCP Baggage Handling System Phase 1/Phase 2
- NCP Apron Paving/Hydrant Fueling
- Project statistics
- Near term schedule
- Overall Airport Redevelopment Program budget
- Job progress photos

James Rogers arrived at 8:10 a.m.

Arlyn Bradshaw arrived at 8:11 a.m.

Bill Wyatt arrived at 8:16 a.m.

Miller expressed her condolences on behalf of the Board for the recent death of a construction worker on the project. Miller also acknowledged Williams' extreme emphasis on safety throughout the project and the cleanliness of the construction site—a major component of a safe working environment.

Williams explained that the Occupational Safety and Health Administration (OSHA) is investigating the incident along with a separate incident which occurred the previous week on the North Concourse Project (a fall which required hospitalization for a few days). Williams stated his belief that the final report from OSHA will not identify any wrongdoing by the project for these unfortunate events. Safety efforts have been redoubled throughout the program and refresher training has been provided. In addition, safety personnel on all teams (program management, construction and subcontracting) are now wearing blue vests which say safety on them for better visibility to site workers.

C. Director's Report

Bill Wyatt, Executive Director, updated the Airport Advisory Board regarding current events.

- Wyatt updated the Board on yesterday's discussion with the City Council regarding the operation of Turo. Turo is an app-based peer-to-peer car sharing company which does not have an agreement with the Airport to operate legally on our property. This new technology most closely resembles the operation of an off-site rental car company, but there is no clear classification. We are collaborating with the City Council to restructure citations from a misdemeanor to an infraction (similar to a parking citation) with a substantial fine. As with the early days of Uber and Lyft operations, we believe that once the fines are high enough, Turo will be willing to finalize an agreement. While Turo does not have a significant amount of business at SLC, disruptive transportation technologies in general will be an ongoing challenge. Bond investors and the rating agencies have repeatedly inquired about the impact of these technologies on future revenues and our ability to repay debt. Although the full impact is not yet known, the Airport is committed to finding ways to generate revenue from entities which operate on its property. The Airport will continue its negotiations with Turo and make proposals which comply with the fair competition requirements of the FAA and are in line with existing tenant agreements.
- Wyatt made introductory remarks regarding the wildlife program update. The FAA has proposed a regulation which would radically expand the wildlife mitigation responsibilities of airports and their sponsors within a five mile radius of airport. A recent bird strike at SLC hit the aircraft cowling while the plane was still over the runway. Had the engine been hit, the potential for recovery at that location and elevation is low. This incident lends a sense of urgency to increased mitigation efforts and underscores the FAA's belief that airports and their sponsors should do more. Our wildlife team includes Airport staff and a biologist contracted by the United States Department of Agriculture (USDA). Not only does this partnership bring added skills and knowledge, but the USDA holds the permits which authorize lethal mitigation when the capture and relocation of wildlife is unsuccessful. By contracting with the USDA, we are immunized from potential civil litigation in the event of a catastrophic bird strike.

Patrick Leary arrived at 8:33 a.m.

D. Wildlife Management Update – Candace Deavila, Wildlife Manager, SLCDA and Bobby Boswell, Biologist, USDA

Candace Deavila, Wildlife Manager, and Bobby Boswell, Biologist, USDA, presented an Airport Wildlife Management update to the Board (presentation on file). Main points included were:

- Wildlife management team
- 2018 strike data
- Hazardous wildlife attractants on or near airports
- FAA identified land practices which are known wildlife attractants
- Synergistic effects of surrounding land uses
- Existing and pending regulations

Theresa Foxley asked if there are industry benchmarks or targets for bird strikes. Deavila answered that there are none and added that the average frequency is three to five strikes per 10,000 aircraft operations.

Wyatt emphasized the unique application of this proposed regulation for Salt Lake City, which is the Airport's sponsor. The broad authorities (e.g. permits) of airport sponsors would be expected to support wildlife mitigation efforts and will be complicated to work through.

Roger Boyer commented on the potential for complications with land use proposals and future development.

Larry Pinnock expressed concern for the impact of this proposed regulation on nearby duck clubs and asked if a cooperative mitigation effort had been attempted or discussed. Boswell noted that there have been internal discussions, although an existing ordinance forbids hunting on airport property. James Rogers added that any proposed modifications to the ordinance would require presenting to the City Council for further discussion.

Rogers asked if the development of the Northwest Quadrant would help or hinder adherence to the proposed regulation. Boswell explained that it depends upon what is incorporated into that development. For example, a retention pond built by Amazon next to their warehouse, and the increased presence of deer and antelope due to the prison construction, have both created new challenges for wildlife mitigation.

Wyatt commented to Pinnock that majority of airports, including SLC, have a primarily non-lethal wildlife management program. In most cases, capture and relocation of wildlife is effective. Managing the food chain, to the extent possible, is another standard approach. The proposed regulation increases the requirements for airports without increasing authority, which speaks to the FAA's intent for obligating sponsor support.

Rogers asked if the financial impact to the Airport for this regulation was known. Wyatt answered that it may include additional staff and other resources.

Foxley inquired about the status of the rulemaking process and if airports and industry associations had commented on the proposed regulation. Al Stuart indicated that the Airport would be making comments to the FAA and industry associations once the final version of the proposed rule has been issued. In spite of the noise generated by airports nationwide, the FAA appears to be committed to moving forward. Wyatt added that the proposed regulation is national and not aimed at SLC exclusively.

Jim Riding asked if wildlife mitigation is done at the South Valley Regional and Tooele Valley Airports. Boswell replied that wildlife staff do visit these airports and we now have enough data collected to create wildlife hazard assessments for these locations.

Wade Bitner questioned whether the timing bird migratory patterns could be used to adjust flight schedules and reduce the number of strikes. Boswell answered that military installations are very proactive about this whereas commercial airports are not. We also have an establishment of resident Canada geese and other species at SLC which no longer migrate. For example, a pelican

was hazed off of the former Wingpointe golf course yesterday, even though pelicans have typically moved to Mexico this time of year.

Bitner wondered if the Airport would be required to provide wildlife mitigation on other golf courses throughout the Salt Lake Valley. Boswell explained that a Canada goose conservation depredation order is already in effect within a three mile radius of all airports, and the state performs mitigation efforts in other parts of the valley. The FAA's proposed regulation only pertains to a five mile radius of the Airport.

Wyatt asked how the Hudson Incident affected wildlife mitigation at airports. Boswell noted that it caused a drastic intake in the lethal take of Canada geese because they brought down the aircraft. It also accelerated the management of that species.

Foxley inquired about technological developments within the aircraft manufacturing industry. Deavila stated that various types of research have looked at strengthening engine fan blades and aircraft exteriors, using different spectrums of light (because birds see in the ultraviolet spectrum), and avian radar. Many approaches to wildlife mitigation are necessary because of the varying species, a changing environment, and species adaptation. Boswell added that many species of birds are simply not able to get out of the way of an aircraft which is traveling at speeds of 200 mph or greater.

E. Concession Program RFP Update – John Buckner, Commercial & Administration Services Director, SLCDA

John Buckner, Commercial & Administration Services Director, and Brad Wolfe, Commercial Manager, presented an update on the Concession Program RFP to the Board (presentation on file). Main points included were:

- Timeline
- Program Goals and Objectives
- Companies Selected
- Concepts Selected – Local Participation
- Concepts Selected – National Participation
- ACDBE Goal and Participation

Arlyn Bradshaw left at 9:25 a.m.

Bill encouraged everyone to join us for the food and beverage media announcement in the plaza area of the new terminal.

Riding asked which side of the security checkpoint these selected food and beverage concessions would be on. Buckner responded that most are located on the secure side, with a full-service restaurant, coffee shop and gift shop on the public side.

Cyndy Miller adjourned the meeting at 9:30 a.m.

The next Board meeting will be held on March 20, 2019.

Cynthia Miller, Chair

Date

Jacqueline M. Biskupski, Mayor

Date